

said control circuitry includes a signal receiver coupled to said continuity circuit;
the signal receiver facilitates setting said continuity circuitry to the starting system
disabled mode in response to receiving a first control signal; and
the signal receiver facilitates setting said continuity circuitry to the starting system
enabled mode in response to receiving a second control signal.

2. (Previously Submitted) The system of claim 1 wherein:
said continuity circuitry includes a battery switch configured for being electrically
spliced into a power cable connected between the battery and the starter; and
the battery switch enables said electrical continuity to be selectively made and broken.
3. (Previously Submitted) The system of claim 2 wherein the battery switch is configured
for being spliced into the power cable in an in-line fashion.
4. (Previously Submitted) The system of claim 2 wherein the battery switch includes:
a first electrical termination configured for being connected to a first connection point of
the power cable; and
a second electrical termination configured for being connected to at least one of a second
connection point of the power cable, an electrical terminal of the battery and an
electrical terminal of the starter.
5. (Previously Submitted) The system of claim 4 wherein the battery switch further
includes:
a third electrical termination coupled to one of the first electrical termination and the
second electrical termination for having a power lead of a vehicle accessory item
connected thereto for enabling electrical power to be provided to the accessory
item while said continuity circuitry is in the starting system disabled mode.
6. (Previously Submitted) The system of claim 1 wherein:
said control circuitry includes an actuation device configured for facilitating switching

of said continuity circuitry between the starting system disabled mode and starting system enabled mode.

7. (Previously Submitted) The system of claim 6 wherein:
said continuity circuitry includes a battery switch configured for being electrically spliced into a power cable connected between the battery and the starter;
the actuation device is connected to a switching mechanism of the battery switch and is configured for moving the switching mechanism between a first position and a second position;
the first position corresponds to the starting system disabled mode; and
the second position corresponds to the starting system enabled mode.
8. (Previously Submitted) The system of claim 7 wherein the actuation device includes one of a solenoid and servo connected to the switching mechanism of the battery switch.
9. (Cancelled) The system of claim 1 wherein:
said control circuitry includes a signal receiver coupled to said continuity circuit;
the signal receiver facilitates setting said continuity circuitry to the starting system disabled mode in response to receiving a first control signal; and
the signal receiver facilitates setting said continuity circuitry to the starting system enabled mode in response to receiving a second control signal.
10. (Amended) The system of claim 9 1, further comprising:
a signal transmitter configured for transmitting the first control signal and the second control signal for reception by the signal receiver.
11. (Amended) The system of claim 9 1 wherein:
said control circuitry includes an actuation device configured for facilitating switching of said continuity circuitry between the starting system disabled mode and starting system enabled mode;

said continuity circuitry includes a battery switch configured for being electrically spliced into a power cable connected between the battery and the starter; the actuation device is connected to a switching mechanism of the battery switch and is configured for moving the switching mechanism between a first position and a second position; the first position corresponds to the starting system disabled mode; and the second position corresponds to the starting system enabled mode.

12. (Amended) A vehicle theft deterrent system, comprising:
a battery switch configured for enabling electrical continuity of a power cable connected between a battery and a starter of a vehicle starting system to be selectively broken and made, whereby the battery switch is in a starting system disabled mode when said electrical continuity is broken and in a starting system enabled mode when said electrical continuity is made; ~~and~~
an actuation device connected to the battery switch and configured for selectively switching the battery switch between the starting system disabled mode and the starting system enabled mode; and
a signal receiver coupled to the actuation device, wherein the signal receiver facilitates setting the actuation device to the first position in response to receiving a first control signal and setting the actuation device to the second position in response to receiving a second control signal.
13. (Previously Submitted) The system of claim 12 wherein the battery switch is configured for being spliced into the power cable in an in-line fashion.
14. (Previously Submitted) The system of claim 13 wherein:
the actuation device is connected to a switching mechanism of the battery switch and is configured for moving the switching mechanism between a first position and a second position;
the first position corresponds to the starting system disabled mode; and

the second position corresponds to the starting system enabled mode.

15. (Cancelled) The system of claim 14, further comprising:
a signal receiver coupled to the actuation device, wherein the signal receiver facilitates setting the actuation device to the first position in response to receiving a first control signal and setting the actuation device to the second position in response to receiving a second control signal.
16. (Amended) The system of claim ~~15~~ 12, further comprising:
a signal transmitter configured for transmitting the first control signal and the second control signal for reception by the signal receiver.
17. (Previously Submitted) The system of claim 16 wherein the battery switch includes:
a first electrical termination configured for being connected to a first connection point of the power cable;
a second electrical termination configured for being connected to at least one of a second connection point of the power cable, an electrical terminal of the battery and an electrical terminal of the starter; and
a third electrical termination coupled to one of the first electrical termination and the second electrical termination for having a power lead of a vehicle accessory item connected thereto for enabling electrical power to be provided to the accessory item while said continuity circuitry is in the starting system disabled mode.
18. (Previously Submitted) A vehicle starting system, comprising:
a battery;
a starter;
a battery switch electrically coupled between the battery and the starter, wherein the battery switch is configured for enabling electrical continuity between the battery and the starter to be selectively broken and made and wherein the battery switch is in a starting system disabled mode when said electrical continuity is broken and

in a starting system enabled mode when said electrical continuity is made;
an actuation device connected to the battery switch and configured for selectively
switching the battery switch between the starting system disabled mode and the
starting system enabled mode; and
a signal receiver coupled to the actuation device, wherein the signal receiver facilitates
setting the actuation device to a first position corresponding to the starting system
disabled mode in response to receiving a first control signal and setting the
actuation device to a second position corresponding to the starting system enabled
mode in response to receiving a second control signal.

19. (Previously Submitted) The system of claim 18 wherein:
said electrical continuity between the battery and the starter is provided through a power
cable; and
the battery switch is electrically spliced into the power cable in an in-line fashion.
20. (Previously Submitted) The system of claim 18 wherein:
the actuation device is connected to a switching mechanism of the battery switch and is
configured for moving the switching mechanism between a first position and a
second position;
the first position of the switching mechanism corresponds to the starting system disabled
mode; and
the second position of the switching mechanism corresponds to the starting system
enabled mode.